in the said colony is satisfactory. As such no further augmentation of the 11 KV system is contemplated for this area at present, except routine maintenance which is carried out regularly.

Restoration of flights

2922. SHRIMATI MIRA DAS: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whethr Orissa Government has requested for the restoration of certain flights withdrawn w.e.f. 5-3-1990;

(b) if so, what are the details threof;

(c) what are the reasons for withdrawing these flights; and

(d) whether Government propose to restore these flights; if not, what are the reasons therefor?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATIION (SHRI ARIF MOHD. KHAN): (a) and (b) Yes, Sir. Government of Orissa has requested to restore the seven curtailed services operated by Indian Airlines.

(c) Due to suspension of A-320 aircraft services, return of B-737 aircraft taken on lease and redeployment of available aircraft capacity on some of the A320 routes the services on many sectors throughut the Indian Airlines' network were curtailed/withdrawn. Vayudoot operations to Bhubaneswar and Jaypore have been suspended since September 1989 consequent to the loss of Doriner aircraft in Pune aircrash and poor oad factor.

(d) Indian Airlines would restore the curtailed / withdrawn flights after the A-320 aircraft are deployed for operations of scheduled services. Vayudoot has no immediate plans to restore operations to Bhubaneswar and Jypore in view of shortage of aircraft capacity and poor load factor.

Restoration of Vaydoot services from Bhubaneshwar-Jeypore-Vizag sector

2923. SHRIMATI MIRA DAS : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there has been persistent demand for the restoration of Vayudoot services withdrawn from Bhubaneshwar-Jeypore-Vizag sector since September, 1989;

(b) whether there is also a demand to include Bhubneshwar which was excluded in December, 1986 from the Bhubneshwar-Rourkela-Calcutta sector and which is at present limited only to Calcutta and Rourkela;

(c) if so, by when these services are likely to be restored; and

(d) if not, what are the reasons therefor ?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTER OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) and (b) Yes, Sir.

(c) and (d) While Vayudoot are anxious to restore the services, they have not been able to do so because of shortage of aircraft.

Improvement in Coal Production

2924. SHRI VIREN J. SHAH: Will the Minister of ENERGY be pleased to state:

(a) what were the targets laid down and the actual production of coal in the country during the last five years ending 1989-90;

(b) what were the targets of production and actual achievement

during the said period of different coal companies:

(c) how these production targets compare with that in industrialised countries like the USA, the UK, Australia etc: and

(d) what steps are being taken to ensure that productivity per worker in coal industry in India is raised to the level prevalent in the developed countries especially in the underground mines?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHAMMED KHAN): (a) and (b) Coal production in the country during the last five years, company-wise and *vis-a-vis* target, is given below:—

(million tonnes)

	CIL	SCCL	Others	Total
1985-86				
Target	133.50	16.00	5.00	154.50
Actual	134.11	15.66	4.43	154.20
1986-87				
Target	143.50	18.00	5.30	166.80
Actual	144.74	16.58	4.45	165.77
1987-88				
Target	158.00	20.00	5.50	183.50
Actual	159.02	16.40	4.30	179.72
1988-89				
Target	170.08	20.50	5.70	196.28
Actual	171.47	18.61	4.49	194.57
1989-90				
Target	183.50	21.50	4.50	209.50
Actual	178.59	17.80	4.48	200.87

(c) In 1985 India's position was 6th amongst the leading coal producing countries. In 1989-90 India's position is 5th after China, USA, USSR and Poland.

(d) The overall productivity in the underground mines in India cannot be raised to the level of underground producvitivty being achieved in USA, UK and Australia etc. because the extent of mechanisation prevaling in those countries is very high. However, some of the major steps being taken to improve productivity are as follows:—

(i) Improved manpower planning including redeployment or surplus workers.

(ii) Control on increase in manpower through voluntary retirement schemes.

(iii) Measures have already been taken for depoyment of higher capacity draglines, shovels, dumpers and drills in opencast mines and roof bolting, continuous miners, powered support longwall system, multislicing, blasting gallary and hyraulic mining etc. in undersground mines.

(iv) Improvement in the availability and utilisation of equipment by providing adequate workshop support, improved management of spares and timely rehabilitation of equipments.